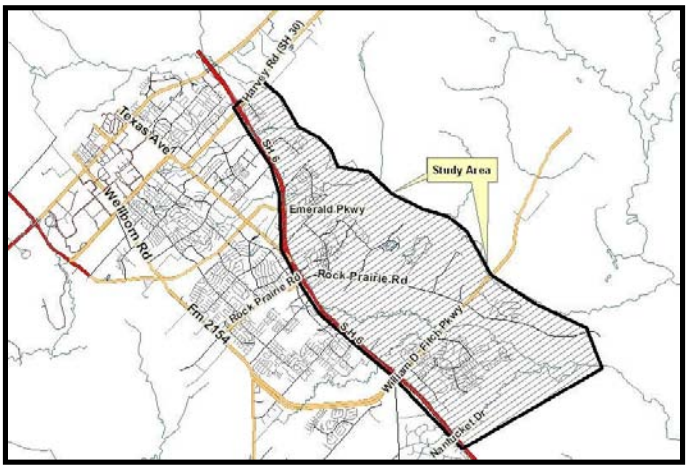
East College Station Transportation Study

Tuesday, April 17, 2007 at 6:30 p.m.
Christ United Methodist Church - Annex Building
4203 State Highway 6 South, College Station

PUBLIC MEETING 2 of 2

Background and Study Purpose

The City of College Station has hired a consultant (Kimley-Horn and Associates, Inc.) and formed an Advisory Committee to complete a transportation study of the east side ("Eastside") of College Station. The Eastside Study area (shown on the map below) is bounded by: SH 6 on the west, Carter Creek on the east, SH 30 (Harvey Road) on the north, and Alum Creek (including SH 6 / Nantucket Interchange) on the south side.



The purpose of the study is to enhance the existing City of College Station Thoroughfare Plan. This will be achieved by:

1. Generating study goals and objectives from the Advisory Committee and citizens.
2. Creating two thoroughfare plan alternatives based upon Advisory Committee and citizen input.
3. Testing these alternative plans against the currently adopted plan to create a preferred thoroughfare plan that best meets the goals and objectives of the study

Study Progress

An Advisory Committee meeting was held on February 27, 2007 in which members established study goals and objectives.

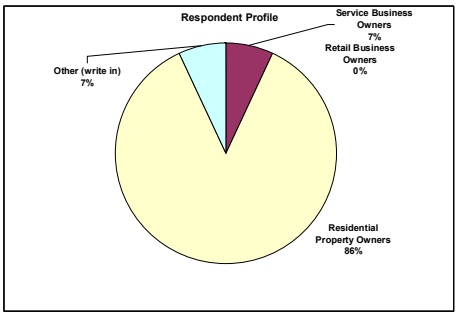
Advisory Committee goals and objectives for the thoroughfare plan include:

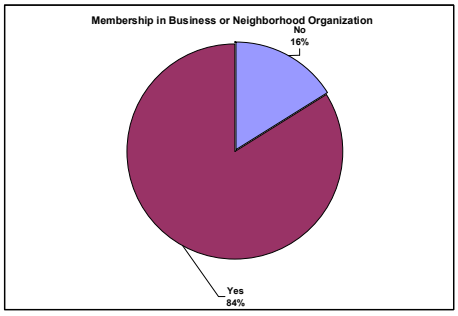
- Increasing compatibility between existing and planned land uses and the transportation system.
- Preserving mobility without negatively impacting existing neighborhoods with additional traffic.
- Planning for a multimodal transportation system that addresses the needs of pedestrians, bicyclists, and transit riders.
- Putting in place an implementation plan that is phased in a manner to address mobility needs as land development occurs.
- Generating a plan that is both affordable and achievable.

Public Meeting 1

The initial public meeting of the East College Station Transportation Study was attended by 95 people. The map in the sidebar represents attendees' homes. While many portions of the study area were represented, a majority of the attendees where from the Woodcreek and Foxfire neighborhoods.

The questionnaire was completed by 37 of the attendees. The graphs to the right indicates the majority of attendees were residential property owners and members of neighborhood associations.





The following Neighborhood Associations were represented:

- Woodcreek
- Foxfire
- Shadowcrest
- Stonebridge
- Amberlake
- Windwood
- Raintree
- Pebble Creek
- Emerald Forest
- Wilshire

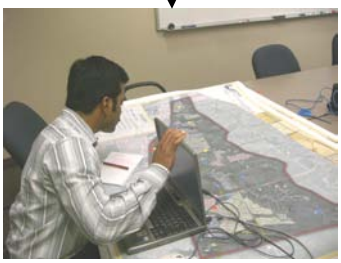
According to *Bryan-College Station Eagle* Staff Writer April Avison, College Station Deputy City Manager Terry Childers said he was encouraged by the turnout at the workshop, stressing that resident input is vital in the planning process. She went on to quote Childers, "We've got to do a better job planning for the growth that is going to occur here. Future generations will live with many of the decisions that will germinate here tonight."

Following Mr. Childers' introduction, the workshop began with a presentation by Kurt Schulte of Kimley-Horn and Associates, Inc., which concentrated on demographic trends in the region, College Station, and specifically the Eastside. Groups of eight to ten attendees provided comments and ideas about the future thoroughfare plan.

Workshop Results

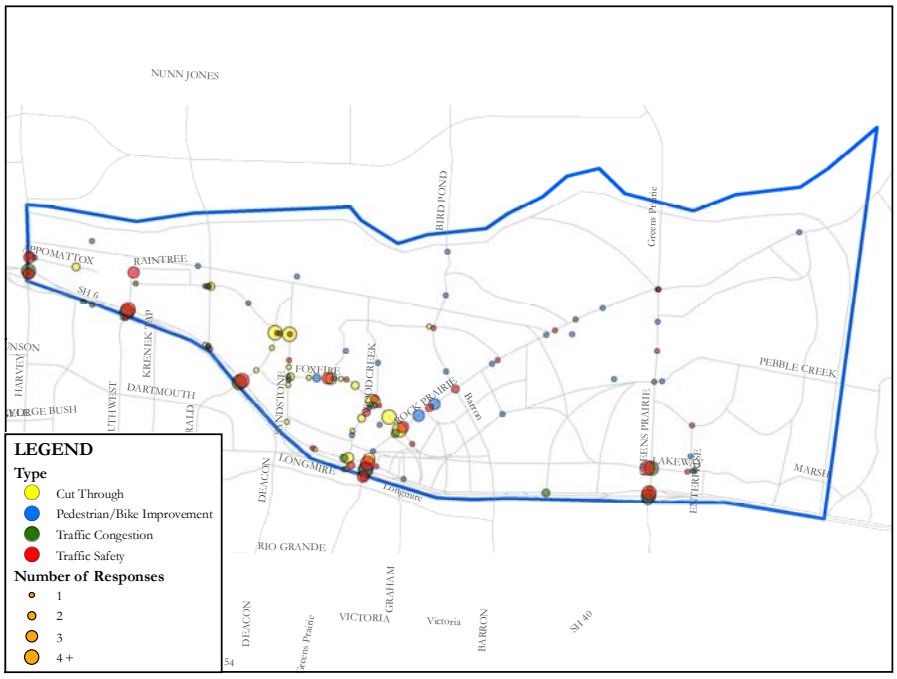
The consultants began to analyze the workshop input by digitizing the workshop maps and creating compilation maps. The issue map represents participants' feelings about cut through traffic, congestion, safety, and bike/pedestrian needs. Participants also voiced with which planned thoroughfares they agree and disagree.

Workshop Maps

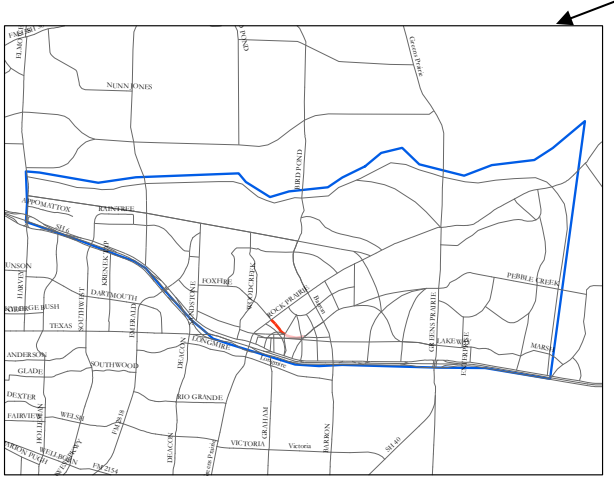


Digitize Maps

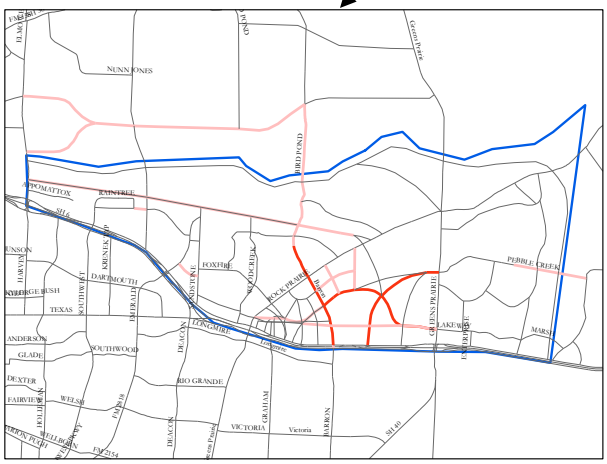
Generate Compilation Maps



Issue Map



Disagree with Thoroughfare Plan



Agree with Thoroughfare Plan

Evaluating the Thoroughfare Plan Alternatives

The following information was generated using the refined Bryan-College Station Metropolitan Planning Organization transportation model. The refined model includes updates to the demographics (households and employment) for the study area to reflect 2006 conditions. The model has three main measures of effectiveness that planners use to evaluate thoroughfare plan alternatives:

Vehicle Miles Traveled (VMT)

What does it mean?
Vehicle Miles Traveled (VMT) is the total distance traveled by all vehicles in a 24 hour period. This can reflect the spatial relationship between residence and employment or other destinations. Lower average VMT often reflects a better spatial match between residence and employment, while higher average VMT can indicate a spatial mismatch between place of residence and place of employment.

How was it measured?
The traffic volumes on each road network link are calculated using travel demand modeling software. The demographic, travel behavior, and transport infrastructure data for each scenario are used as model input. Each link volume is multiplied by the average vehicle occupancy rate in the region. This value is multiplied by the length of each link to determine the person-miles traveled on each network link.

Vehicle Hours of Travel (VHT)

What does it mean?
The total number of hours of vehicle travel on the designated set of roadways.

How is it measured?
Vehicle hours of delay are computed by multiplying the total distance traveled by average network speed.

Delay/ per Capita

What does it mean?
Delay is a product of Traffic congestion, which is a road condition characterized by slower speeds, longer trip times, and increased queuing. It occurs when roadway demand is greater than its capacity.

How is it measured?
Delay is a function of vehicle speed and trip length. Slower speeds and longer trip lengths result in greater delay. Delay is represented by total person hours of delay.

Traffic Modeling Findings

The model provides planners with the ability to compare how changes the thoroughfare plan can improve the above measures of effectiveness. The transportation indicators below are an output of this model. They represent what the demand on the transportation network will be based upon the three thoroughfare plan alternatives.

Summary of Traffic Modeling Findings for Study Area

Transportation Indicators	Growth Scenarios		
	Thoroughfare Plan	Community Concept	Hybrid
Total VMT	1,049,584	1,088,390	1,058,277
VHT	31,807	31,450	31,482
Total Delay (person hours)	7,052	5,889	6,466

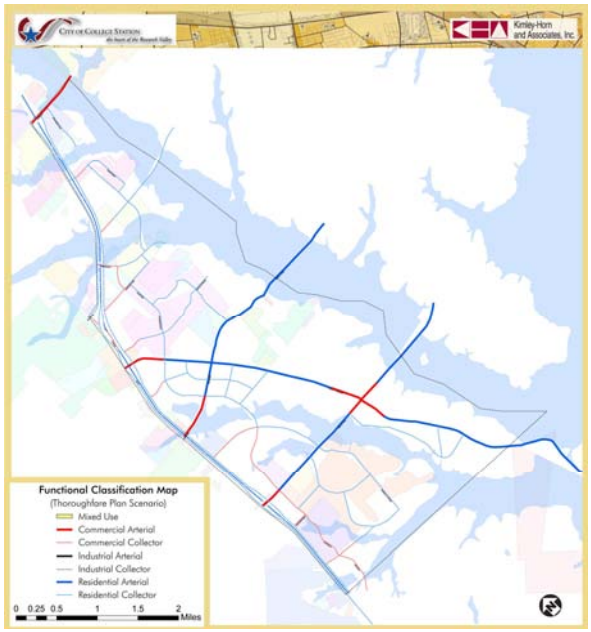
Summary of Traffic Modeling Findings for Region

Transportation Indicators	Growth Scenarios		
	Thoroughfare Plan	Community Concept	Hybrid
Total VMT	5,429,716	5,394,480	5,413,076
VHT	173,018	170,639	171,989
Total Delay (person hours)	22,056	20,764	21,437

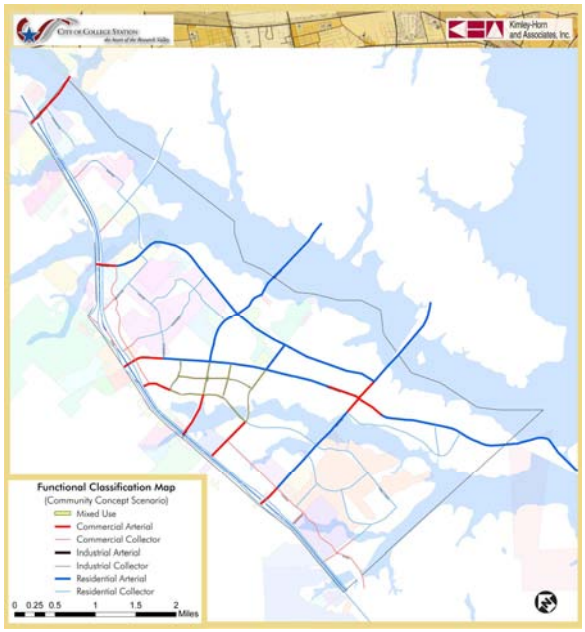
Workshop Instructions

The workshop exercise should follow the following sequence of activities:

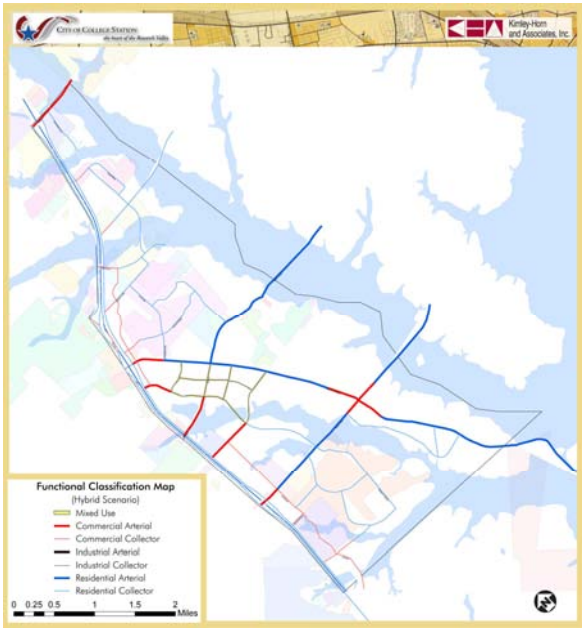
1. Select your preferred scenario
   - Indicate any improvements or modifications to your scenario
2. Circle than number the projects you would like to see built in order of priority (1-5)



Current Thoroughfare Plan



Community Concepts



Hybrid Thoroughfare Plan

Questionnaire

Thank you for your interest in this study. You are invited to share additional comments about transportation in east College Station. This comment sheet is your opportunity to express your preferences regarding transportation issues in the Study Area.

About You

1. Check the one that best describes your primary interest (please check only one).

☐ Retail Business Owner	☐ Office Business Owner
☐ Service Business Owner	☐ Church
☐ Public Official	☐ Residential Property Owner
☐ Developer	☐ Other

2. Which organization(s) do you belong to that represents any business(s) and/or neighborhood(s)?

_____

_____

3. Your name/address (optional)

_____

4. Which of these funding mechanisms sounds best to you (only choose one)?
   a. New thoroughfares should be paid for and constructed by the City of College Station using general funds or bonds.
   b. New thoroughfares should be paid for using traffic impact fees assessed to developers.
   c. New thoroughfares should be paid for using a mixture of city funds and impact fees.

5. What measures should be taken to reduce traffic on neighborhood streets (please rank)?
   a. Lane narrowing _____Rank
   b. Traffic circles and intersection improvements _____Rank
   c. Streetscaping _____Rank
   d. Enforcement with video surveillance _____Rank

6. General comments:

_____

_____

_____

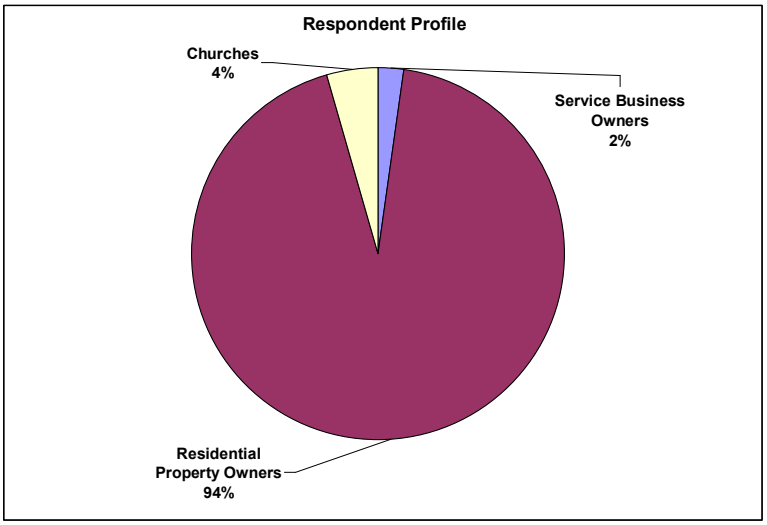
Public Meeting 2

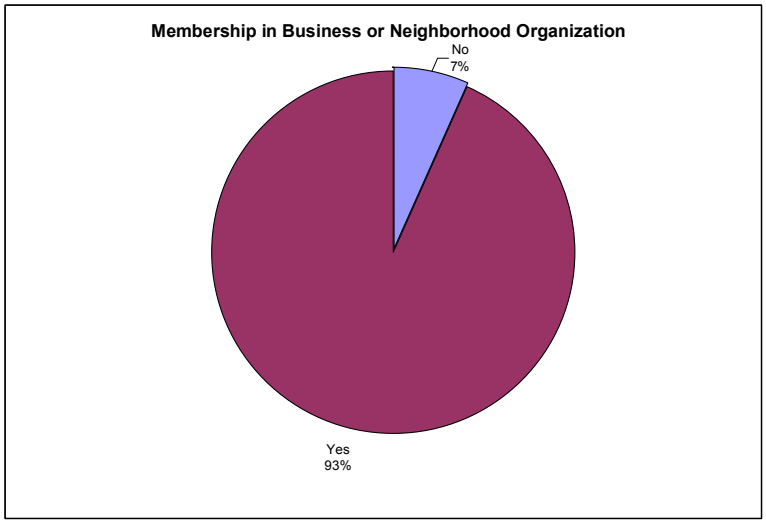
The follow-up public meeting of the East College Station Transportation Study was attended by xx people. The meeting was aimed at attaining citizen input on three thoroughfare plan scenarios and how to implement them.

The questionnaire was completed by 45 of the attendees. The majority of attendees were residential property owners and members of neighborhood associations.

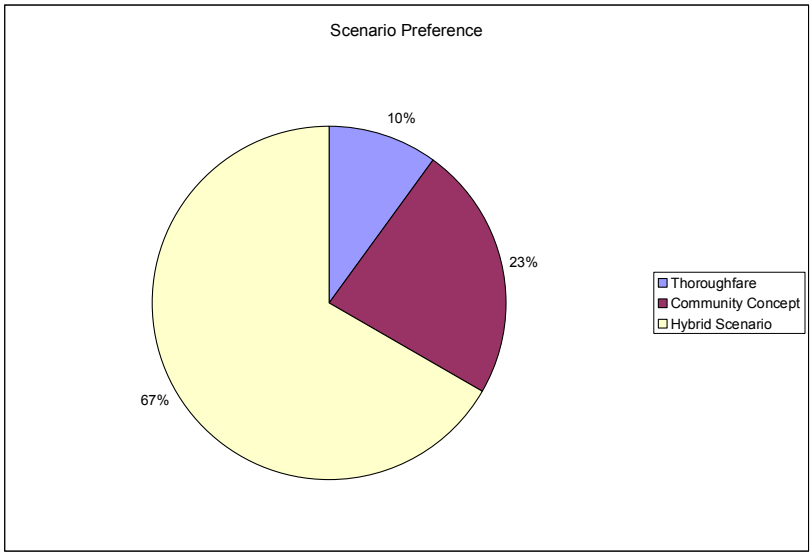
The following Neighborhood Associations were represented:

- Woodcreek
- Foxfire
- Shadowcrest
- Stonebridge
- Amberlake
- Windwood
- Raintree
- Pebble Creek
- Emerald Forest
- Wilshire
- Carter Lake

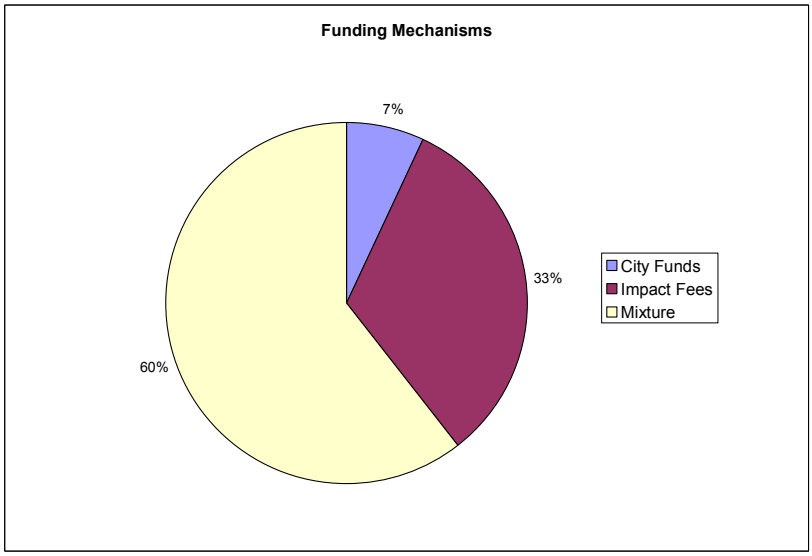




A majority of attendees selected the Hybrid Scenario. An overwhelming majority believe a change is needed to the existing thoroughfare plan.



Attendees also commented on the funding mechanism to use when implementing the thoroughfare plan. Clearly, citizens do not believe the city should cover all the cost of building new thoroughfares in the study area. A majority thought a mixture of development impact fees and city funding should be used to construct new thoroughfares.



The final question on the questionnaire was aimed at how to reduce neighborhood cut-through traffic. Attendees ranked techniques in the following order from most desirable to least:

1. Streetscaping
2. Lane Narrowing
3. Intersection Improvements
4. Video Surveillance